Kit Cleans Up Older Deere Hydraulic Mess

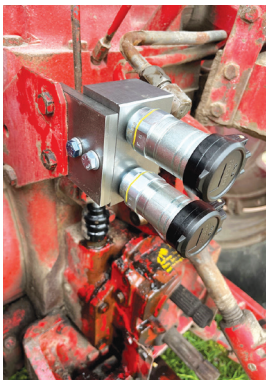
Scott Grove cleaned up leaky hydraulic valves on his older Deere tractors with a simple insert. The long-standing problem is one the company has yet to fix. Grove says it forces him and other owners of Deere tractors to replace O-rings on a regular basis, only to have the mess return. Grove's fix eliminated the mess and the need to replace parts.

With the Grove Conversion kit:

- Convert to ISO with easy push-pull connection
- Couplers connect under residual pressure with breakaway feature
- Kits available for 10 through 70 series John Deere tractors manufactured from 1961 through 1996
- Inserts are made in the USA. This product may be protected under US Patent 10,760,725 B2 and other patents pending.

Installation consists of stripping the OEM outlets down to the block, removing the barrels and O-rings, and replacing them with the inserts. Grove then adds the after-market ISO coupler that threads into the insert. Installation instructions can be found on the Wapsi Website.

Before (left) and after (right) using Grove Conversion kit.



New IH Series 66-86-88 Kit

10 Series Kit

50-70 Series Kit

20-40 Series Kit

Kits for 10 series are priced at $315, kits for 20-40 series are priced at $329, and kits for 50-70 series are priced at $355. New IH kit available: Fits 66-86-88 series manufactured from 1971 to 1983, also watch the website for more additions coming soon. Grove suggests checking with the local Deere dealer or calling Wapsi Innovations directly.

Contact: FARM SHOW Followup, Wapsi Innovations, 1969 260th St., New Hampton, Iowa 50659 (ph 641-229-7413; scott@wapsiinnovations.com; www.wapsiinnovations.com).

Reader Inquiry No. 54

Heron cuts tote cages down to about 40 by 42 in. but maintains the full height. Finished cabs are about 6 ft. from the roof to the ground.

Chemical Totes Make Great Cabs

Mike Heron has found a great use for discarded chemical totes, repurposing them as cabs. His first tote-cab was made for a garden tractor and covered with plywood. Since then, he has used the plastic interiors to make cabs for several quads and a compact tractor.

"I have made them mostly with stuff I had lying around," says Heron. "The totes are free for the hauling. The plywood for the first one was expensive, while the plastic interiors were free."

Heron uses what he has available when he makes a cab. In one case, he made a front window from an old storm door. Side and back windows are made with the clear vinyl used for tablecloths and framed in with spruce.

"I use hinges to attach them," says Heron. "They can be removed in minutes by pulling four pins."

Heron cuts tote cages down to about 40 by 42 in. but maintains the full height. Finished cabs are about 6 ft. from the roof to the ground. Doors in the cabs are about 26 by 42 in. and framed in with 1 by 2's. The front windows are roughly 24 by 25 in.

He saved the sections of the tote he cut out for windows and a door and reused them to extend the right side of the cab.

"It took a little planning and a little guesswork," says Heron. "The tricky thing was figuring out how to weld the cutouts back to the cage and keep it strong. I inserted some cold rolled-steel shelving scraps inside the cut tubes before I welded them back together."

The tote-cabs aren't airtight, but they work. "We get some wicked north winds and cold temperatures," says Heron. "If I can keep the wind out, the cold air isn't too bad."

Most of all, the price was right using totes. "I spent less than $70 on most of them," says Heron. "I considered using steel tubing for a cab, but the price of steel is high, and there are totes littering the countryside."

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